

# Memorandum of Conversation

Date: 7 October 2021

Time: 1130 central daylight time

Conversation Including: FAA Inspector Nelson Wolfmeier

Conversation Regarding: CEN21LA261, N3793W



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## Summary & Factual Information from Conversation:

The airplane wreckage had been recovered to a hangar at Beegles Aircraft Service, Greeley, Colorado. Both wings had been removed when the airplane was recovered from the accident site. A visual examination of the engine compartment did not reveal any fuel or oil leaks or damage to the engine crankcase and accessory components. Engine control continuity was established from the cockpit controls to their respective engine components. The engine exhaust exhibited impact related damage. The sparkplugs exhibited normal wear signatures. The engine crankshaft was rotated through the propeller, and there was compression and suction noted at all six cylinders. Both magnetos provided spark on all leads in conjunction with crankshaft rotation, with no timing issues noted. The ignition harness was intact and appeared undamaged. The engine intake air box was damaged during impact, but there was no evidence of obstruction. The air filter was unremarkable. Impact damage to the carburetor precluded a detailed examination. The fuel lines in the engine compartment were tested with compressed air and no obstructions were observed. The engine-driven fuel pump produced suction and pressure at the pump's inlet and outlet ports, respectively, when the engine crankshaft was rotated.

The left and right main fuel tanks were intact with no observed damage. The interior surfaces of both main fuel tanks were free of debris and corrosion. The left wingtip tank was intact with no observed damage. The right wingtip tank was ruptured. The fuel selector was tested by blowing compressed air through the fuel lines. The fuel selector functioned as designed and a noticeable detent was felt at each fuel tank position. There was no evidence of a fuel leak from the fuel lines or the fuel selector.

The examination did not reveal any mechanical anomalies that would have precluded normal engine operation during the flight.

--- End of interview summary ---

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I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: \_ Andrew Todd Fox \_

Dated: \_ 7 October 2021 \_

**Andrew Todd Fox**  
**National Transportation Safety Board**  
**Air Safety Investigator**